

To-day's
Advertisements.GOVERNMENT NOTIFICATION.
No. 608.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 20th day of November, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 9th November, 1899. [1413a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 20th day of November, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1572	Inland	61.0	153.6 153.6 125 173 27.80 398 11,260	0.00 144	100.00

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PARTICULARS OF THE LOT.

Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
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MAP OF THE NEW TERRITORY.

A LIMITED number of copies of the latest MAP of the NEW TERRITORY, on a scale of 1 inch to a mile, can be obtained at the Office of the Director of Public Works. PRICE: FIVE DOLLARS.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 9th November, 1899. [1418a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"HAINUN"
Captain Hodgins, will be despatched for the above Port, TO-MORROW, the 14th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers,
Hongkong, 10th November, 1899. [1411a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"FORMOSA"
Captain Douglas, will be despatched for the above Ports, on WEDNESDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers,
Hongkong, 13th November, 1899. [1415a]

FOR MANILA, VIA AMOY.

(Taking Cargo at through Rates for ILOILO and CEBU.)
THE Steamship
"SALVADORA"
Captain Goitido, will be despatched as above on WEDNESDAY, the 15th instant, at Noon.

For Freight or Passage, apply to
BRANDAO & Co.,
Agents,
Hongkong, 13th November, 1899. [1412a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"TAMSUI MARU,"
Captain K. Sobajima, will be despatched for the above ports, on SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents,
Hongkong, 13th November, 1899. [1213a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHIMONOSEKI AND KOBE.

THE Company's Steamship
"CHINGSU,"
Captain Williams, will be despatched as above on THURSDAY, the 23rd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 13th November, 1899. [1381a]

To-day's
Advertisements.NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship,
"INABA MARU,"

having arrived from the above Ports, on the 9th instant, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 15th instant, will be subject to rent.
All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY, the 15th instant, and SATURDAY, the 18th instant, both days at 10 A.M., upon notice of such damage being sent in beforehand to this office.
All claims must reach the undersigned before the 18th instant, or they will not be recognised. No Fire Insurance will be effected.

NIPPON YUSEN KAISHA,
Hongkong, 9th November, 1899. [1416a]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.
Cargo remaining on board after the 16th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents,
Hongkong, 13th November, 1899. [1417a]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND, White Capsule \$10.80

B.—WATSON'S GLENROCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark 10.80

C.—WATSON'S ABELLOUR-GLENLIVET, Red Capsule, with name and Trade Mark 12.00

D.—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule 14.40

E.—WATSON'S VERY OLD L.A. QUEER SCOTCH WHISKY, Gold Capsule 15.00

THORNE'S BLEND and WATSON'S GLENROCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELLOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & Co., Limited.

THE HONGKONG DISPENSARY.

THE Hongkong Dispensary.

HONGKONG, MONDAY, NOVEMBER 13, 1899.

NOTES AND COMMENTS.

The Hongkong Government Gazette is not at any time a very interesting publication. No one would dip into it for the mere fun of the thing, or in the hope of extracting anything amusing out of it, but if it is closely studied from week to week and the Government's proceedings, there are recorded, compared with the Government proposals and promises, there and elsewhere, the materials for a hearty laugh may from time to time be extracted; but unfortunately it is far more frequently the case that the reader

will find, instead of amusement, material for very serious and sober reflection, and abundant proof of the truth of old Oxenstiern's reproach as to the very small modicum of common sense with which the world is governed. If he had only had an opportunity of observing the methods adopted in the Government of an English Crown Colony, he would have most probably remarked on the absence of all common sense, but in his time there was no Colonial Office, few Crown Colonies, and Cadets had not been invented.

There is nothing very special in the forty-one neatly printed pages of last Saturday's *Gazette*, yet there are one or two things deserving of notice and calling for criticism. There is a formal notice that the Public Works Department intends to erect latrines in Victoria on the several sites indicated in the notice, all on Crown land. This is very good as far as it goes, but not equal by any means to the public requirements. Six or eight new public latrines are urgently required at the very earliest possible date if the plague is to be stayed next year. Mr. DUBRY's report on the absence of latrines, on the foul state of the storm-water drains in consequence, and of the horrible state of the Chinese houses, is clear and emphatic. He only confirms what Dr. AVES and Dr. LOWSON have repeated and repeated again and again. One of the primary causes of the appearance of plague amongst us year after year until it has become endemic, is the necessity under which the Chinese life of turning every house and room into a latrine and urinal because of the absence of any proper public accommodation. The overcrowding that undoubtedly exists would not be half so dangerous as it is, but for this want of numerous public latrines, easily and conveniently situated throughout China-town.

The Government give public notice of their intention to construct three latrines. That is something, but when are they to be constructed? Lord only knows: about the same date, probably as the new Post Office, or the Governor's great bridge to unite Hongkong and Kowloon! The amount asked for in the estimates for next year is \$5,000 only; not enough to finish one latrine. "Why cannot the powers that be make up their minds that public latrines are a necessity and that the sooner they are constructed the better, if the Colony is to be relieved from the annual incubus of the plague." To read His Excellency's speech at the opening of the present session of Council one would think he was prepared to set aside everything else and give effective precedence to all anti-plague legislation and anti-plague work, but provision for part of one latrine in 1900, does not look very like it.

If the Director of Public Works had a peremptory order given to him to construct and open seven public latrines before the end of 1900, and funds were placed at his disposal, he could do it, we believe. If the P.W.D. is not able to do it, there are plenty of architects and contractors in the Colony who could.

There is a mass of good and bad work done by the Government and the Government Departments that is lamentable. It is all reporting, and discussing, and letter-writing, but nothing, is ever done at the proper time and in the proper way.

The *Gazette* gives publicity to Ordinance 33 of 1899, amending the Rating Ordinance. The Government wisely adopts the interpretation put upon the word "machinery" in the first section of that ordinance by the Judge of the Summary Jurisdiction Court and declares, by the new ordinance, that it shall not include lifts and machinery used as adjuncts to any offices, dwellings, or hotels, but shall be limited to machinery used for purely industrial or manufacturing purposes, but the new ordinance goes on to say, "In making, however, any valuation of such lifts and machinery in the future the Assessor shall deduct the expenses of working such lifts and machinery from the rateable value thereof, if such expenses are paid by the landlord."

This is very badly worded and although it is possible to work out the meaning and, possibly, to apply it to the actual facts in every day practice it is likely to give rise to disputes and to litigation.

The valuator under the Rating Ordinance is not to value lifts and machinery used as adjuncts to offices, dwellings, or hotels. He has to value the tenement as a whole, with its lifts and machinery, and valuation has to be based on the rent at which the tenement reasonably lets or might be expected to let, the tenant paying all usual tenant's rates and taxes and the landlord paying Crown rent and the cost of repairs and insurances with any other expenses necessary to maintain the tenement in a state to command that rent.

Nothing to be valued, and the only thing, is the tenement at its letting value. Lifts and machinery added to the building for the more convenient use of the building are now to be looked on as part of the tenement—the thing let. The question the valuator has to answer, is, what with the lift machinery it ought to let for. He has neither to value the building nor the machinery. He has to value the rental—what it is or ought to be—on the basis indicated in the Rating Ordinance 1888 as set out above: if the landlord bears the expense of working and maintaining the lift, he will get a higher rate for the building than if he threw those expenses on the tenant. If the tenant pays, the rent will be lower. The words we have cited from the amending ordinance are not merely inappropriate but they are needless. The provision in the Rating Ordinance provides for the case automatically. Cost of working the lift comes into the same category as repairs, and is covered by the words in the old ordinance, "and other expenses necessary to maintain the tenement in a state to command that rent." The lift must be worked and that working maintained during the tenancy or the tenement will not command the rent stipulated for upon the condition.

REUTER'S TELEGRAMS.

The Bombardment of Ladysmith.

London, November 10th.
The bombardment of Ladysmith continues but little damage is being done.

Confirmation of Boer Treachery.

General Buller confirms the statement of a native eye witness that the Boers fired on the British after raising a flag of truce during the battle to the Westward of Ladysmith on 2nd inst.

The War—News from Bulawayo.

November 10th.
A small convoy with an escort, was attacked by the Boers near Bulawayo. Six men of the escort are missing and the convoy lost.

A seige train of thirty howitzers and 1,136 men have been ordered to embark at Davenport.

News from Capetown dated 9th inst. says that General Buller had received news from General White, by pigeon post, that the Boers were daily bombarding Ladysmith with heavy guns at a long range. Few casualties had occurred and no serious harm had been done. The entrenchments are daily growing stronger and provisions are ample. General White also mentions that the Boers had fired on a flag of truce and Major Gale of the Royal Engineers was wounded.

General Buller has ordered that the *Roslin Castle* with Major-General Hildyard and the troops on board, shall proceed to Durban. This is regarded as indicative that the relief of General Buller is General Buller's first consideration.

H. M. S. *Terrile* and *Thetis* have arrived at Durban.

France.

The trial against M. Deroulade and M. Guerin has opened on the charge of plotting against the Republic.

The United States Elections.

A partial return of the State elections shows an upholding of President McKinley's policy.

WEATHER REPORT.

The Observatory report says:—
On the 12th at 11.55 a.m. the barometer has risen on the E. coast of China, fallen on the S. coast and over Japan. The Northern depression is moving Eastwards in the Sea of Japan, and the China Sea depression is probably moving towards the coast of Annam. Gradients moderate to rather steep, with increasing monsoon on the coast and in the N. part of the China Sea. FORECAST:—N.E. to N. winds, freshening considerably; cloudy, some rain.

On the 13th at 11.55 a.m. the barometer has risen on the China coast and over Japan. The depression in the North has passed to the E. of Japan, the China Sea depression seems to be near the Annam coast. There are also indications of the existence of an area of low pressure to the S.E. of Formosa. Gradients rather steep, with very strong monsoon in the Formosa Channel and N. part of the China Sea. FORECAST:—Fresh or strong N.E. winds; dull, rainy.

LOCAL AND GENERAL.

We would call the attention of our readers to Professor Heyman's concert, as advertised in another column.

It is notified in the *Gazette* that Mr. Max Kutscher has resumed his duties as Consul for Austro-Hungary.

The appointment of Dr. James Herbert Swan to be a Supernumerary Surgeon-Lieutenant in the Hongkong Volunteer Corps is gazetted.

A PROCLAMATION appears in the *Gazette* prohibiting the export of arms and ammunition from Hongkong for a further period of four months.

The returns of the number of visitors to the City Hall Museum for the week ended 12th November, are:—Europeans 188, Chinese 1,696; total 1,884.

THE total stamp revenue during October amounted to \$39,036.73 being an increase on the figures for the corresponding period of last year of \$12,104.18.

AN interesting account of the great shower of meteors will be found in another column. As we go to press the weather looks anything but promising and we fear that Hongkong residents will have to wish for better luck thirty-three and a quarter years hence.

A VERNACULAR paper states that earth work on the Russian Manchurian railway has been pushed to the North of Fengtien, Moukden, and rails have been laid as far as the northward of Liaoyang, which plainly shows the unusual vigour with which the Russians are hurrying on the completion of their line.

THERE has been an outbreak of rabies in Hankow. A mad dog ran amuck and bit several foreign dogs. In consequence the few dogs now visible there wander sorrowfully around in muzzles and wonder what is the matter. Owing to the prompt action of the Hankow Municipal Council, the danger is largely minimized.

THE Hongkong Rugby Football Club will play the Royal Welsh Fusiliers on Tuesday, 14th inst. at 4.30 p.m. The following will represent the H.K.F.C.:—H. E. Green, back; Dr. Tuck, P. Cox, M. Wilkinson, H. Hancock, three quarters; W. Stevens, A. Williamson, halves; H. Morrell, W. Loring, A. McMurtrie, A. R. Izat, E. E. Deacon, H. Lewis, A. Beattie, and R. Castle (Capt.).

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LEGISLATIVE COUNCIL.

At the meeting of the Legislative Council held this afternoon the following questions by the Hon. T. H. Whitehead were answered:
(1) With reference to the report dated 9th May last of the Principal Civil Medical Officer which gives the number of first class private paying patients as 62 for 1898, 124 for 1897, and 18 for 1896, will the Honourable the Colonial Secretary lay on the table a statement showing the average number of days the said patients occupied the Hospital in each of those years, the aggregate amount of money received in each of those years from first class private paying patients and the estimated actual cost to Government of each of the said first class patients?

The Colonial Secretary said:—In reply to this question I beg to lay upon the table a statement giving the information desired, with the exception of that asked for in the last portion of the question. With regard to this the H.C.M.O. reports that to obtain the information would entail endless labour, and the employment of a special clerk, owing to the fact that the diet, extras, medicines, etc. vary each day with each patient, and to the difficulty of determining in accurate proportions the cost of the medical, nursing, and clerical staff respectively.

(2) Will the Honourable the Director of Public Works lay on the table a statement showing the area and the estimated value of the land at "Mountain Lodge" on which it is proposed to erect a summer residence for His Excellency the Governor?
The Director of Public Works said:—The area it is proposed to retain round Mountain Lodge is about 14 acres, most of it not all of which was probably considered the policy of the former building. Fully 12 acres is within the Pokfulam drainage area and therefore unsaleable. The remainder is steep and rocky and may be valued at \$5,000.

Further business being
Committee on the Bill entitled an Ordinance to make further provision for the sanitation of the colony and to repeal certain enactments of the close houses and insanitary dwellings Ordinance, 1894.

Committee on the Bill entitled an Ordinance to apply a sum not exceeding two million six hundred and eighty-one thousand six hundred and fifty-one dollars to the public service of the year 1900.

THE AL FRESCO FETE.

The Al Fresco Fete last evening, given in the grounds of the Roman Catholic College, turned out a perfect success in spite of the damp conditions prevalent. By nine o'clock the grounds were crowded with visitors and the scene was very attractive. The various stalls were all brilliantly lighted by the coloured rays from pretty Chinese lanterns, and the conditions still further enlivened by the well-chosen selections rendered by the band of the Hongkong Regiment. Of course people did not linger as long as they would have done had the weather been finer, but the large attendance of last night is a speaking evidence of the popularity of these fetes, and if the night had only been fine it would probably have been found that the grounds were hardly large enough for the occasion. All visitors received a souvenir, in exchange for their ticket of admission, and many a hearty laugh went up at the souvenir stall as a blushing bachelor handed his best girl a baby's robe or drew some other nick-knack, useful for an infantile few arrival. The souvenirs, many of which, however, were of real value, were distributed with the most refreshing impartiality—being drawn according to the number received for the ticket, so that old married stagers wandered among the laughing throng hugging a large sized doll, or a fair damsel would be presented with a pair of ruby socks, or a grizzled war dog exhibited to his priming comrade a couple of dainty cambric handkerchiefs; on the whole the short time the rain permitted you to spend in the grounds was very enjoyable and most of the visitors who attended will not be sorry when the time comes for a repetition under more favourable auspices.

FOOTBALL.

The newly-formed Engineers' Institute team met A. Co. Royal Welch Fusiliers on Saturday at Causeway Bay and played a game under Association rules. The Engineers were unfortunate in not being able to put their foot on the field, and were in consequence beaten by two goals to nothing. One point was scored against them in the first half, and one in the second. The game was not at all brilliantly played, and although the soldiers did not play badly, their exhibition of the game did not come up to expectation. The Institute played a very "scrappy" game; indeed, considering most of the players are very fair experts.

H.M.S. "ENDYMION" v. H.M.S. "HERMIONE."
This match was witnessed by a great number of sailors and at times it was hard to say who took the greater interest in the game, the players or the spectators, both sides were loudly called upon by their respective backers to "go it" "Dymons" responding so gallantly that they managed to win by four goals to one.

The interest taken by the players may be fairly judged when it is said that some of the soldiers in the game, kicked them off and went on playing in their bare feet. If our blue-jackets have not got hard heads they have got feet. 25TH COY EAST DIV. R.A. v. "B" COY R.W.F.
This match caused considerable excitement amongst the soldiers, the Artillery cheering their side and the Royal Welch giving encouragement to their men. The sides were well matched, both being rather heavier than the average football team. The game was rather a rough one, but as both sides were well able to sustain a little rough handling it was done in good part and without any serious consequences. The game was played on a very good field, the only two goals scored in the game, for the line soldiers, for one of which he took the ball right down the field and scored by his

Intimations.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS—

THE VICTORIA DISPENSARY,
HONGKONG.

[247a]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOID and ULCERATION
of the BOWELS.Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

13th October, 1899.

[1342]

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,
&c., &c., &c.

Coast Port Orders Executed.

ACHEE & CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

[1239a]

COMBUSTION

In the human body is of the utmost importance in determining vitality.
Unless combustion is active, the vital organs lose their power, the body
loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle
of carbon—the principle which enriches the blood, assists in
making healthy flesh, and gives force to the vital organs. By taking
Scott's Emulsion you gain the human steam that keeps the body
vigorous. It nourishes when all other food is of no avail. All Chemists.

Sole Agents for Hongkong and the Empire of China: AVATKINS & Co., Hongkong.

MITSUI BUSSAN KAISHA.

No. 6, Lee House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinomiya Coal Mines.
Onnoura Coal Mines.
No. 1, Ohtsutsu Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka, Chosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanagawa Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Mitsui Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.MITSUI BUSSAN KAISHA,
K. HASEGAWA,
Manager.

JAPANESE CURIOS.

JUST RECEIVED.

Plenty of
FINE NEW GOODSat
CHEAP PRICES.

D. NUMA,

No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 4th November, 1899. [1332a]

WORTH A GUINEA A BOX.

BEECHAM'S
PILLSFOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong. [1338]

FRESH AUSTRALIAN BUTTER.

JUST LANDED—A Fresh Consignment of
ROSE BUD BRAND, FRESH ROLLED
BUTTER, and to be had always at very
Moderate Price.

H. RUTTONJEE,

13 & 15, D'Aguiar Street,
Hongkong, and
21 & 23, Elgin Road, Kowloon.
Hongkong, 8th September, 1899. [1144a]

For Sale.

FOR SALE—A BARGAIN.

A DOUBLE-LENS

QUARTER-PLATE HAND CAMERA,
(Latest Improvements).

CARRIES ONE DOZEN PLATES.

For Sale with the Camera—

PRINTING-FRAMES,
DEVELOPING-TRAYS,
WASHING-TROUGH,
SMALL CISTERN and LAMP.

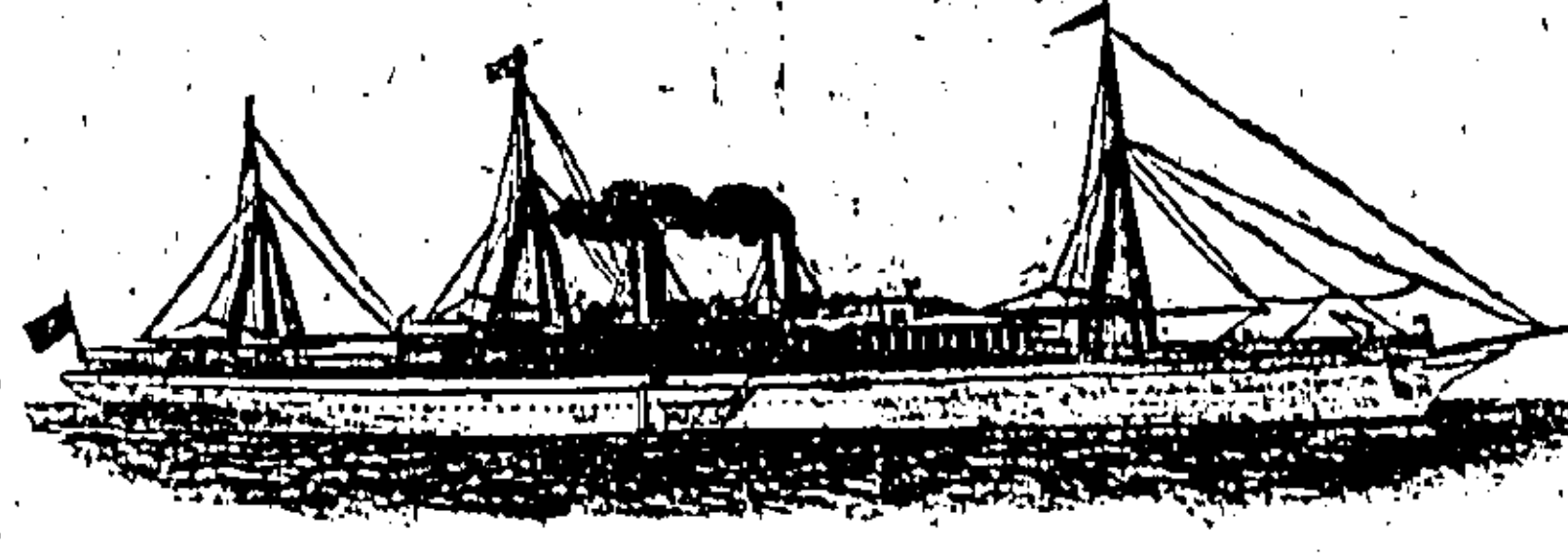
Complete for \$70.

Apply at THIS OFFICE.
Hongkong, 1st November, 1899. [1374a]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

1899.



1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at
Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.For further information, Maps, Guide, Book, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 25th October, 1899.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.FOR VICTORIA, B.C. AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.
City of London...[3,229] R. V. Bawf...Nov. 18.
Queen Adelaide...[2,832] F. McNair...Nov. 25.
Saint Irene...[3,877] W. Attree...Dec. 9.
City of Dublin...[3,328] J. R. Rae...Dec. 30.

ALSO

FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.Monmouthshire...[2,874] W. A. Evans...Dec. 23.
Aberdeen...[3,777] J. Murray...Jan. 27.THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.Excellent accommodation. First-class Tables.
DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.Consular Invoices of Goods for United States
Points should be in quadruplicate, and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).Parcels must be sent to our Office (with
address marked in full), by 5 P.M., on the day
previous to sailing.For further information apply to
DODWELL & CO., LIMITED.
General Agents.
Hongkong, 3rd November, 1899. [4]CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, the
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.Lady Joyce...[3,194] about Nov. 30.
Strathgyle...[5,023] about Dec. 15.
Cathie City...[3,002] about Dec. 31.

THE Steamship

"LADY JOICEY"
will be despatched for SAN DIEGO VIA
NAGASAKI, KOBE, YOKOHAMA and
HONOLULU, on or about THURSDAY, the
30th instant.Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs at San Francisco.For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 4th November, 1899. [5]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY."STEAM FOR"
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"BENGAL"
Captain S. Barcham, carrying Her Majesty's
Mails, will be despatched from this for
BOMBAY, &c., on SATURDAY, the 25th
instant, at Noon, taking Passengers and
Cargo for the above Ports.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay, with Transhipment.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 11th November, 1899. [5]OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE;VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 30th Nov., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Dec., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 20th Jan., 1900, at Noon.

THE Company's Steamship

"GAELIC"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on THURSDAY, the 30th instant, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct
lines.Particulars of the various routes can be had
on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 4th November, 1899. [6]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU G. E. T. Cook	MARSEILLES, LONDON & ANT. WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 17th Nov., at Noon.
*IDZUMI MARU M. J. Curnow	VICTORIA, B.C. and SEATTLE, U.S.A., via KOBE & YOKOHAMA.	MONDAY, 20th Nov., at 4 P.M.
KOSAI MARU	VLADIVOSTOK, via SWATOW, AMOI, SHANGHAI, WEI-HAI-WEI, CHIEFOO, CHENULPO & NAGASAKI.	THURSDAY, 23rd Nov., at Noon.
KASUGA MARU E. W. Haswell	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 24th Nov., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the
United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and
Atlantic Steamers.For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at No. 7, Praya Central.A. S. MIHARA,
Manager.

Hongkong, 10th November, 1899.

NORDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)HAMBURG-AMERIKA
LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SIBIRIA Braun	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	18th November. Passage.
SUEVIA Frick	MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG)	19th November. Freight.
BAMBERG Mayer	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 28th November. Freight.
*KONIGSBERG Christensen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 10th December. Freight and Passage.
AMIRIA Burmester	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 24th December. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and
a Stewardess.For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.TOYO KISEN KAISHA.
TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
olulu) To-morrow, 14th Nov.,
at Noon.HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama and Hon-
olulu) Saturday, 9th Dec.,
at Noon.NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hon-
olulu) Wednesday, 3rd Jan.,
1900, at Noon.

THE Steamship

"AMERICA MARU"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, TO-
MORROW, the 14th November, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.Passengers holding Orders FOR OVER-
LAND CITIES in the United States have
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.Particulars of the various routes can be had
on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to Freight and
Passage, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 19th October, 1899. [1310]J. S. VAN BUREN, Agent.
Hongkong, 8th November, 1899. [1310]J. S. VAN BUREN, Agent.
Hongkong, 8th November, 1899. [1310]J. S. VAN BUREN, Agent.
Hongkong, 8th November, 1899. [1310]

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship

"VINDOBONA"
Captain C. Bullen, will leave for the above places on **WEDNESDAY, the 15th instant, p.m.**
For Freight or Passage, apply to
SANDER, MILLER & Co.,
Agents,
Hongkong, 8th November, 1899. [139]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"SUNGKIANG,"
Captain Moore, will be despatched as above on **WEDNESDAY, the 15th instant.**
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 9th November, 1899. [139]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.

THE Imperial German Mail Steamship

"KONIG ALBERT,"
of the **NORDDEUTSCHER LOYD.**
Captain O. Cippers, due here with the outward German Mail about the 14th instant, will leave for the above places about 24 hours after arrival.

NEDDEUTSCHER LLOYD.
For further Particulars, apply to

MELCHERS & CO.
Agents.
Hongkong, 10th November, 1899. [135]
OCEAN STEAMSHIP COMPANY.
FOR AMOY.

THE Company's Steamship

"BELLEROPHON,"
Captain Lyons, will be despatched
FRIDAY, the 17th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th November, 1899. [135]

"GLEN" LINE OF STEAMSHIPS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship
"GLENSHIEL,"
Captain _____, will be despatched as above
on MONDAY, the 13th November.
For Freight or Passage, apply to
MCGREGOR BROS. & CO.,
Hongkong, 27th October, 1899. [135]

SHEWAN TOMES & CO.'S, "NEW YORK"
LINE.

FOR NEW YORK, VIA SUEZ CANAL

THE Steamship
"MOVUNE"
Captain Conradi will be despatched for
above Port, on MONDAY, the 20th instant.
To be followed by the Steamship
"ASAMA,"
on or about 24th December.
For Freight or Passage, apply to
SHEWAN, TOMES & Co
Agents.
Hongkong, 11th November, 1899. [13]
OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"MAGNAN"

Captain Hamah, will be despatched as above.

on TUESDAY, the 28th November.
For Freight, apply to
BUTTERFIELD & SWIRE
Agents.
Hongkong, 23rd October, 1899. [13]

SAILING VESSELS
FOR PHILADELPHIA & NEW YORK
THE 3/3 A.I.L. American Ship
"ST. MARK."
Captain Dudley, is ready to take Cargo & Passengers.

for the above Ports and will have quick
despatch.

FOR BALTIMORE & NEW YORK.
THE 3/3 A.L.I. American Ship

"REUCE"
Captain Whitmore, is ready to take Cargo here for the above Ports and will have goods despatched.


FOR NEW YORK.
THE 3/3 L.L.I. American Bark

"ADOLPH OBRIG,"
Captain Amsebury, having arrived will shortly load here for the above Port and will have goods despatched.

For Freight, apply to
ARNHOLD, KARBERG & Co
Hongkong, 10th November, 1899. [144]

RIGAUD'S
White Violet
EXTRACT

This fugative and delicate perfume is persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.



RIGAUD et Co
PERFUMERS
PARIS

10,000
White Violets
equal each bottle of
Rigaud's Extract

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The Bank of China & Japan, Ltd.—(Preference) nominal.

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National Bank of China, Ltd.—\$30.

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Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$242.

China Insurance Co., Ltd.—\$59.

North China Insurance Co., Ltd.—\$121.

Yantai Insurance Assoc. Ltd.—\$121.

Canton Insurance Office, Ltd.—\$135 buyers.

Straits Insurance Co., Ltd.—\$5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$330.

China Fire Ins. Co., Ltd.—\$85.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Ltd.—\$29.

Indo-China Steam Navigation Company, Ltd.—\$80 buyers.

China and Manila S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$47.

China Mutual S. N. Co., Ltd.—(Preference)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/3 buyers.

Star Ferry Co., Ltd.—\$19.

Refineries.

China Sugar Refining Co., Ltd.—\$130.

Luzon Sugar Refining Co., Ltd.—\$47.

Mining.

Punjom Mining Co., Ltd.—\$9 buyers.

Société Française des Charbonnages du Tonkin—\$300 buyers.

Queen Mines, Limited—\$0.47.

Jelebu Mining and Trading Co., Ltd.—\$14.50 sales.

Raub Allain Gold Mining Co., Ltd.—\$64.

Olivers Freehold Mines, Ltd.—(A) \$9 buyers.

Olivers Freehold Mines, Ltd.—(B) \$7.

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Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$30 per cent. prem.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$88.

Wanchai Warehouse and Storage Co., Ltd.—\$45 buyers.

New Amoy Dock Co., Ltd.—\$18.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$9.50 buyers.

Hongkong Land Investment and Agency Co., Ltd.—\$11 buyers.

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West Point Building Co., Ltd.—\$30.

Hongkong Hotel Co., Ltd.—\$125.

Humphreys Estate and Finance Co., Ltd.—\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$28.

China-Borneo Co., Limited—\$10 buyers.

A. S. Watson & Co., Limited—\$16.35.

Hongkong Electric Co., Limited—\$11.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$189.

Geo. Fenwick & Co., Ltd.—\$24.

Hongkong Ice Co., Ltd.—\$125.

Hongkong High-Level Tramways Co., Ltd.—\$10.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15 buyers.

Bells Asbestos Eastern Agency, Limited—\$1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Cannichiel & Co., Limited—\$8.

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Ewing Cotton Spinning & W. Co., Ltd.—\$12.

International Cotton Mfg. Co., Ltd.—\$15.

Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.—\$17.

Soy Chee Cotton Spinning Co., Ltd.—\$15.

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ALFESINE, British steamer, 1,050, C. Slade,

31st Oct., Amoy 30th Oct., Ballast—

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AMERICA MARU, Japanese steamer, 3,539, P.

H. Gouge, 9th Nov., San Francisco 14th

Oct., and Nagasaki 5th Nov., Mails and

General—J. S. Van Buren.

BENLARIO, British steamer, 1,487, R. Krobbe,

7th Nov., Moji 2nd Nov., Coal—Gibb,

Livingston & Co.

CULGOA, American transport, 1,140, Comdr. J.

W. Carlin, U.S.N., 20th Oct., Manila 17th

October.

EMPRESS OF INDIA, British steamer, 5,904,

O. P. Marshall, R.N.R., 1st Nov.,

Vancouver 10th Oct., and Shanghai 29th,

Mails and General—C. P. Co.

EQUATORIA, Belgian steamer, 1,356, W. Williams,

22nd Oct., Swatow 31st Oct., Ballast—

Lauts, Wegener & Co.

FORMOSA, British steamer, 674, J. Douglas,

4th Nov., Swatow 3rd Nov., General—

Douglas, Lapraik & Co.

GERMANIA, German steamer, 1,174, A. Müller,

1st Nov., Moji 27th Oct., Coal—Jebson